

REPORT

INFORMATION REPORT ONLY (OD NO)

COUNTRY

East Germany

636890

DATE DISTR. 19 July 1954

SUBJECT

Oranienburg Airfield

NO. OF PAGES 2

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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1. On 23 April 1954, several air force officers of a unit stationed at Neuruppin appeared at Oranienburg airfield for the acceptance of the field. As no authorized personnel were present that day, the officers had to return on 26 April.¹
2. Until 3 May, the field had been unoccupied. On the afternoon of 3 May, a biplane took off for the first time and, after flying a left turn, departed toward the north-east. No ground personnel or other personnel was observed at the field. About 9 a.m. on 6 May, 7 Po-2s approached from the north and landed. [redacted] field at noon and at 6 p.m., the Po-2s were still present. At 6 p.m., the noise of running engines was heard from the direction of the hangar.²
3. On 30 April, a shipment of 4 flatcars, loaded with three caterpillar tractors and one truck, was observed at Baerenklauer bridge proceeding in the direction of Germendorf. About 4:30 p.m., the vehicles were unloaded at the loading ramp at Baerenklauer Weg. On the same day, a flatcar loaded with long timber was observed in front of the hangar. On 3 May, the timber had been unloaded and the flatcar removed. On 6 May, several railroad cars were unloaded at the loading ramp by Soviet personnel. At the same time a shipment of boxcars occupied by personnel wearing black-bordered blue epaulets proceeded from the Eden railroad station in the direction of the airfield. A train of 20 flatcars loaded with 6 caterpillar tractors, 10 to 12 rollers, 3 devices similar to hoisting gears, 1 truck and other equipment was standing at Eden railroad station.³
4. On 25 April, a sign-board enlettered "Caution, High Tension" was identified on a small building at Valtener bridge. On the same day, [redacted] the southern part of the field [redacted] the taxiway there was partly painted light-green and partly light-brown. The section of the runway between the two taxiways leading to the southern end of the runway which previously had been dark-green showed the color of concrete.⁴ Truck [redacted] was observed on 2 May and tank truck [redacted] on 7 May.
5. On 26 April, Oranienburg airfield was accepted by the Soviets. The acceptance commission included high-ranking officers, Lieutenant Colonel Romanenko and construction supervisor Meier of Bauunion Leipzig.⁵
6. At 10:10 a.m. on 3 May, 1 Yak-14 and 1 Po-2 landed at the field. In the late afternoon, the aircraft took off again.²

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7. About 10 a.m. on 4 May, trucks [redacted] arrived at Oranienburg from the east and proceeded toward the Weisse Stadt. The trucks were occupied by air force personnel and loaded with billeting equipment.³
1. [redacted] Comment. Oranienburg airfield was finally accepted by the Soviets after the acceptance date had repeatedly been postponed. The presence of air force officers from Neuruppin during the procedure is reported for the first time.
2. [redacted] Comment. These are the first aircraft reported to have landed at the field after the completion of construction work. Possibly the Po-2s belonged to a training detail of the Finow-Neuruppin fighter division as officers assigned to this division were present during acceptance procedures at the field.
3. [redacted] Comment. These shipments were probably connected with the preliminary occupation of the field. [redacted]
4. [redacted] Comment. Apparently the camouflage paint was not weather resistant.

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